





To-day's  
Advertisements.

## BIJOU THEATRE.

RECLAMATION GROUND, WEST POINT.  
SECOND WEEK! SECOND WEEK!!  
Continued and Unabated Success of  
DARCY'S MARIONETTES.  
TO-NIGHT  
and Every Evening at 9 sharp.  
"ROBINSON CRUSOE"  
and a Host of Gigantic Attractions.  
FRIDAY, 10th and SATURDAY, 11th  
February.  
2 {PERFORMANCES} 2  
EACH DAY.  
Owing to the  
CHINESE NEW YEAR.  
PRICES AS USUAL.  
Special Seats for Chinese Ladies only,  
\$1 and 50 cents.  
PLAN at ROBINSON'S PIANO CO.  
Look out for the  
"SPANISH-AMERICAN WAR."  
Hongkong, 6th February, 1899. [181a]

## GOVERNMENT BILLS.

TENDERS for SPECIE-MEXICAN  
DOLLARS, Current in this Colony, and  
weighing 7.17, in Exchange for Sterling Bills  
drawn at 10 days' sight on the Lords  
Commissioners of Her Majesty's Treasury, London,  
will be received by the Chief Paymaster, Army  
Pay Department, until 11 A.M. TO-MORROW,  
the 7th instant.  
The Tenders to state the total amount  
required (in Pounds Sterling), and the amount  
for which each Bill should be drawn, but no  
Bills will be issued for sums less than £100.  
The Tenders to be in Duplicate and in sealed  
covers, addressed to the Chief Paymaster,  
Army Pay Department, and endorsed "Tenders  
for Government Bills."  
The right to accept or reject any or all of the  
Tenders is reserved.

E. H. GORGES,  
Colonel,  
Chief Paymaster, China.  
Her Majesty's Treasury Office,  
Queen's Road.  
Hongkong, 6th February, 1899. [176a]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW.  
THE Company's Steamship

"HAIMUN,"  
Captain Bathurst, will be despatched for the  
above Port, TO-MORROW, the 7th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 6th February, 1899. [178a]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR MANILA.  
THE Company's Steamship

"SUNGKIANG,"  
Captain Dodd, will be despatched as above  
on THURSDAY, the 9th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th February, 1899. [185a]

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.  
STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ, PORT  
SAID, FUMME AND TRIESTE.  
(Taking Cargo at through rates to SOUTH  
AFRICA, CALCUTTA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT AND ADRIATIC  
PORTS.)

THE Company's Steamship  
"GISELA,"  
Captain F. Moser, will be despatched as above  
on MONDAY, the 13th instant, at Noon.  
Silk and Valuables are transhipped on arrival  
at Bombay into an accelerated liner.  
For Information as to Passage and Freight,  
apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 6th February, 1899. [179a]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"INDRANI,"  
Captain Trotter, will be despatched as above  
on TUESDAY, the 14th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 6th February, 1899. [182a]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR MANILA.  
THE Company's Steamship

"CHINGTU,"  
Captain Moore, will be despatched on  
TUESDAY, the 14th instant, at Noon.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th February, 1899. [181a]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"SIKH,"  
will be despatched as above on or about the  
24th instant.  
S.S. "ARGYLL" ..... About 11th Mar., 1899.  
S.S. "MACDUFF" ..... 31st Mar., 1899.  
S.S. "CHAZEE" ..... 13th April, 1899.  
For Freight or Passage, apply to  
DODWELL & CO., LIMITED.  
Agents.  
Hongkong, 6th February, 1899. [181a]

To-day's  
Advertisements.

THE HONGKONG COTTON SPINNING  
WEAVING AND DYEING CO.,  
LIMITED.

FULLY PAID UP SCRIP for Shares in  
this Company can now be exchanged for  
New Certificates at the Office of the Under-  
signed.

JARDINE, MATHESON & Co.,  
General Manager.  
Hongkong, 6th February, 1899. [181a]

## NOTICE.

PACIFIC MAIL STEAMSHIP CO.  
OCCIDENTAL AND ORIENTAL STEAM-  
SHIP CO.  
TOYO KISEN KAISHA.

THE Offices of the above Companies have  
been This Day REMOVED to the New  
Building on Connaught Road, the Reclamation.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 6th February, 1899. [183a]

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA,"  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong 6th January, 1899. [1-w]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & CO., LIMITED.  
Agents.  
Hongkong, 6th February, 1899. [4]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.  
THE Steamship

"GLENGARRY,"  
having arrived from the above ports. Con-  
signees of cargo by her are hereby informed  
that their goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
at Kowloon, whence delivery may be obtained.  
Optional cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-MORROW.

Cargo remaining undelivered after the 13th  
instant, will be subject to rent.  
No Fire Insurance has been effected.  
Consignees are requested to present all  
claims for damages and/or shortages not later  
than the 20th instant, otherwise they will not  
be recognised.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 6th February, 1899. [182a]

LIGHT YOUR LAMPS WITH  
"SNOWFLAKE" KEROSENE OIL

which gives a very brilliant light and does  
not emit a bad odour as other inferior  
brands of oil.

H. RUTTONJEE,  
13 & 15, D'Almeida Street,  
Hongkong, and  
21 & 23, Elgin Road, Kowloon.  
Hongkong, 24th January, 1899. [116a]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,  
Red Capsule ..... \$14.40

C.—FINE OLD VINTAGE, su-  
perior quality, Black  
Seal Capsule ..... 16.20

D.—VERY FINE OLD VINTAGE  
extra superior, Violet  
Capsule (Old Bottled) 20.40

Port after removal should be rested  
for a month before use. Wine re-  
quired for drinking at once should be  
ordered to be decanted at the Dis-  
pensary before being sent out.  
These Wines are too favourably  
known to need comment.

Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.

We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorised Agents at the Coast  
Ports.

A. S. WATSON & Co., Limited,  
THE HONGKONG DISPENSARY.

## BIRTHS.

On the 6th February, 1899, at "Burnbrae,"  
the wife of ROUSSEVELLE WILDMAN, M.A.,  
United States Consul General, of a daughter.  
On the 30th of January, the wife of FRED-  
ERICK CLIFTON, Shanghai Water Works, of a  
son.

At No. 8, Sans Souci Terrace, Shanghai, on  
the 31st of January, the wife of A. D. LOWE, of  
a son.

DEATHS.  
At Tientsin, on Wednesday, January 25th,  
WILLIAM HAWKES, Gymnastic Instructor,  
Imperial Arsenal, aged 27 years.

At Tientsin, on Wednesday, January 25th,  
THERESA, the wife of J. J. Hatch, aged 32 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 6, 1899.

## FIGHTING IN MANILA.

This morning a report was current in the  
town to the effect that the long expected  
collision between the Americans and Philip-  
pines had taken place and that there was  
fighting around Manila, various stories being  
in circulation as to the losses on either side.

We have consequently made enquiries in  
the town and it is certain that fighting has  
been going on both on Saturday and  
Sunday. Consul General WILDMAN yester-  
day received a cablegram from Washing-  
ton asking for details of the fighting and  
position of affairs, which was the first intima-  
tion he received that anything was wrong.

He immediately wired to Manila, but the  
reply only confirmed the report that a colli-  
sion had taken place and fighting was  
then going on, without supplying any details.

To-day the Hongkong and Shanghai Bank  
received a telegram, which has been most  
courteously placed at our disposal and will  
be found in another column. From this it  
is evident that the affair originated from a  
mere outpost collision which, however, on  
Sunday resulted in an attack in force upon  
the American position. The Philippines, as  
was only to be expected, were defeated and  
are, according to the Bank's telegram, demoralized.

There was a report in circulation this  
morning to the effect that certain of the  
British war vessels at present in port had  
been suddenly ordered to Manila but of this  
we have been unable to obtain confirmation.

There are no signs of activity in the fleet  
and we do not think it probable that any of  
the ships are being hurried off at present.  
Still, in the present crisis, orders may be  
issued at any moment and our force at  
Manila may be strengthened.

It is exceedingly unfortunate and greatly  
to be deplored that actual hostilities should  
have commenced between the Philippines  
and Americans at the present juncture.

To-day is to see the fate of the Philippines  
practically settled, for the Peace Treaty  
is to come before the United States Senate  
for ratification. It was hoped that the ap-  
pointment of a commission to consider the  
claims of the Philippines would have pre-  
vented an actual rupture of friendly rela-  
tions. As it is evident that the news of the  
fighting has already reached Washington we  
fear that the hopes of the Philippines of  
obtaining independence will be considerably lessened.

At the present moment we have no news as to how the trouble  
originated, but affairs have been in such a  
critical state for some time past that it would  
require but a very small spark to start the  
blaze. From what we have been told by  
persons lately returned from Manila and  
who are well qualified to give an opinion,  
the Americans are fully capable of holding  
their own at present in Manila itself  
but would not be able to take the  
offensive and push the fighting into the  
country. The same authorities are also of  
opinion that AGUINALDO will concentrate  
his forces at Malolos and will not again at-  
tack the American position. Still the fact re-  
mains that the position is a most critical one.  
Unless matters can be arranged between the  
Philippines and Americans we have every  
prospect of a long and costly campaign to  
follow on this first passage of arms. We  
repeat that it is greatly to be deplored that  
the collision should have occurred.

NOTES AND COMMENTS.

In referring to the want of dock accom-  
modation here for large war vessels, the other  
day, we called attention to the number of  
battleships in the British Navy having a  
beam equal to that of the *Victorious* and re-  
marked that any new dock should be made  
of considerably greater breadth than the  
existing ones to allow of future ships being  
accommodated. By the last mail from home  
we learn that the beam of the *Victorious* has  
already been exceeded by the new Japanese  
battleship now under construction at Barrow-  
in-Furness, the principal dimensions of  
which are as follow:—400ft. long between  
perpendiculars, 76 ft. beam, with a draught  
of 27 ft. 3 in., this being the limit for  
Japanese waters, and the displacement will  
be 15,200 tons. The armour will extend  
right to the ram, and will vary from 9 in. to  
14 in. in thickness. The barbettes will be of  
14 ins. to 10 in. steel, and the protective deck  
will be 4 in. on the slopes and 2½ in. on the  
flat. The engines will develop 15,000 indi-  
cated horse-power, giving a speed of 28  
knots. Belleville boilers will be used, work-  
ing at a pressure of 300 lbs. at the boilers  
and 250 lbs. at the engines. The twin en-  
gines will be of the triple-expansion type,  
with three cylinders, the diameters being:  
High-pressure, 31 in.; intermediate, 50 in.,  
and low-pressure, 82 in.; with a stroke of 48  
in. The armament will consist of four 12-in.  
B.L. guns, mounted in pairs in barbettes,  
fore and aft; fourteen 6-in.-q.f. guns, ten on  
the main deck and four on the upper deck;  
twenty 12-pdr. quick-firers on the upper and  
boat decks; a large number of machine guns,  
and four submerged 18-in. torpedo tubes.

At the Magistracy this morning two Chinamen  
were each fined \$25, or six weeks, for behaving  
in a disorderly manner in house 83 Praya  
Central on Saturday, and one of them was  
further fined \$5 for making use of an insulting  
expression—"barbarian"—in the presence of  
the Magistrate.

## TELEGRAMS.

## FIGHTING IN THE PHILIPPINES.

## THE AMERICANS ATTACKED.

## PHILIPPINOS DEFEATED.

The following telegram, received to-day  
from Manila, has been courteously placed at  
our disposal by the Hongkong and Shanghai  
Bank:—  
Outpost affair Saturday night resulted in  
a general attack on the Americans on Sun-  
day. Natives defeated and demoralized.  
All well here.

## REUTER'S TELEGRAMS.

## THE UNITED STATES AND CUBA.

A telegram from Havana states that General  
Gomes has cabled to President McKinley  
assuring him of his co-operation in disbanding  
the Cuban soldiers and in distributing \$3,000,000  
offered by the United States to them to return  
to their homes.

## THE DREYFUS AFFAIR.

The Government has ordered a supple-  
mentary enquiry on M. Benrepaire's charges  
against the Judges of the Court de Cassation.

## AUSTRALIAN FEDERATION.

At a conference of the Australian Premiers  
all the disputed points on Federation have been  
unanimously settled.

## LOCAL AND GENERAL.

It is notified in the *Gazette* that Friday and  
Saturday next will be observed as Public  
Holidays.

THE Racquet Tournament, providing there are  
sufficient entries, will start on the 16th instant.  
Members of the Hongkong Cricket Club wish-  
ing to enter will find the entry sheets at the  
Racquet Court. The entries will close at 5  
p.m. on Monday, 13th inst.

IN an article which we reproduced from the  
*St. James Gazette* on Saturday last, headed  
"Proposed New Anglo-Chinese Bank" we note  
that the Mercantile Bank is referred to as a  
Russian Institution. This is evidently an error  
on the part of our London contemporary.

LAST Saturday night the A.D.C. gave another  
performance of "The Yellow Dwarf" at the  
Theatre Royal, to a full house. The part of the  
Kare was taken by Mr. G. P. Lammert, Mr.  
Skrimshire not having recovered sufficiently  
from his accident to allow of his playing. A  
large number of bouquets were presented and  
the jokes and songs were loudly applauded.  
We believe that two more performances will be  
given.

A BOY who was formerly engaged on board the  
*Jack Diederichsen* appeared before Captain  
Hastings this morning charged with stealing  
\$875. Captain Keyser said he took over the  
command of the vessel on the 1st inst., when  
he received the money from the former captain  
and put it in a drawer, which he locked.  
Defendant knew where the money was. On Sat-  
urday the captain came ashore, and on returning  
to the ship he found defendant and the box  
missing. Defendant was subsequently arrested  
in his own village—Ma To Wai—near the  
barrier, but no money was found on him. He  
was remanded until to-morrow.

A MEETING of the Legislative Council will be  
held on Wednesday, 8th inst., at 3 p.m. (Busi-  
ness). Questions by the Hon. E. R. Bellios,  
C.M.G.: 2. Resolution by Hon. Act. Colonial  
Secretary. Orders of the Day: 1. First reading  
of a Bill entitled An Ordinance to consolidate  
and amend the Laws relating to Merchant  
Shipping, the duties of the Harbour Master,  
the control and management of the vessels of  
the Colony, and the regulation of water-  
craft, the said Bill, 2. First reading of a  
Bill entitled An Ordinance to consolidate and  
amend the Laws relating to Criminal Procedure  
in the Supreme Court. 3. Second reading of  
the Bill entitled An Ordinance to amend and  
consolidate the Law relating to Prisons. 4.  
Second reading of the Bill entitled An Ordinance  
to amend the Law relating to Solicitors of  
the Supreme Court. 5. Committee on the Bill  
entitled An Ordinance for the Naturalization  
of Mak Nyan Wan, alias Mak Chin K'i, alias  
Mak Sun. 6. Committee on the Bill entitled  
An Ordinance for the Regulation of Vehicles.

LEGAL INTELLIGENCE.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before Sir J. W. Carrington, Kt., C.M.G.,  
Chief Justice, and a special jury.)

February 6th.

A HOK v. E. R. BELLIOS.  
In this case (adjourned) A Hok, of 23,  
D'Almeida Street, contractor, sought to recover  
from the Hon. E. R. Bellios the sum of  
\$17,200; being the balance of money due for  
work done and materials provided by the  
plaintiff on a building belonging to the  
defendant which is known as "Beaconsfield,"  
late in the occupation of Messrs. Butterfield  
and Swire.

Mr. Pollock (Acting Attorney-General), in-  
structed by Mr. H. L. Dennis, appeared for the  
plaintiff, and Mr. Francis O. C. (instructed by  
Messrs. Wilkinson and Grist) for the defendant.

The following composed the special jury:—  
Messrs. R. Marten (foreman), H. M. McInt, J.  
S. Van Buren, Walter Poate, W. R. Lowley,  
W. Hutton Potts, and C. A. Tones.

The cross-examination of Mr. Bellios by  
Mr. Pollock was resumed. Witness said that  
Chatham came specially to see him at his office  
to speak to him about the repairs and altera-  
tions to Beaconsfield, but he did not remember  
whether he gave him an estimate of the cost or  
not. When Chatham told him he would not  
be bound by the way Danby proposed to carry  
out the work, witness told him he could have  
carte blanche.

Mr. Danby, architect, gave evidence as to  
the difference in the cost of carrying out the  
repairs and alterations to "Beaconsfield" ac-  
cording to his plans and those of Mr. Chatham,  
showing in what particulars the cost of the  
latter exceeded the cost of the former. The  
cause of the difference between his estimate of  
\$6,500 and the account of \$17,200 which was  
sent in could only be summed up in the word  
extravagance. Economy seemed to have been  
an unknown quantity, seeing the premises were  
only let on a three years' lease and considering  
the nature and character of the buildings them-  
selves.

On being cross-examined, witness said, that  
before the repairs and alterations were taken  
into the building was in a fair and substan-  
tial state of repair, except that it wanted line-  
washing and painting.

The further hearing was adjourned.

## FOOTBALL.

## THE HONGKONG F. C. VICTORIOUS.

The teams that met in the competition for  
the Shield on Saturday were the Hongkong  
Football Club and H. Company of the Royal  
Welsh Fusiliers, who lined up as under:—  
(HONGKONG F. C.)  
F. H. Keyser  
Anton. Pinckney  
Mayson. Kew. Howard.  
Low. Looker. Noble. Hancock. Danby.  
O.  
Dobbs. Walters. Shields. Hadley. Cuihan.  
Sweet. Walker. Booth.  
Edwards. Smart.  
Whitney.  
R. W. Fusiliers.)

With R. W. Castle, R. A. refereeing and Private  
Riley, R. W. F., and Mr. Tuohy, V. C. C., acting  
as linesmen, the game started at 4.10. Hongkong  
defending the Southern Goal, but instead of  
defending Hongkong made a decided attack  
and Lowe scored within three minutes. The  
Fusiliers next had a look in, but Pinckney  
was too smart and cleared. Hongkong got  
away but Noble badly misused a centre by  
Danby. Hongkong continued the pressure,  
and Kew might have got a goal had he shot  
instead of passing. The play of the Fusiliers  
was very disappointing, and they did nothing  
near as well as was expected. Hongkong did  
almost as much as they pleased as far as com-  
bination was concerned, but were too anxious  
in front of goal. Looker, however, better several  
bombardments—for the soldiers got away at  
times—got in a score shot and bent Whitney.

This gave Hongkong a lead of two goals to  
none by the soldiers. Up to the call of half  
time nothing more was scored and the teams  
crossed over with a decided advantage in favour  
of Hongkong.

At 10 to 5 the game was resumed. The  
Fusiliers started with determination, with the  
object, of course, of trying to wipe out Hong-  
kong's two goals by equalising, but the defence  
was unbreakable. Each side assailed in turn,  
but Hongkong's attacks were better judged  
and after about 15 minutes' fast play, Howe  
scored from a difficult angle. Although Hong-  
kong then led by 3 goals, and defeat was  
almost certain, the Fusiliers pluckily pegged  
away, and sometimes compelled Kew to get  
away from keeping the goalposts warm. During  
the remainder of the game Hancock sent the  
ball for goal but the leather hit the cross-bar,  
and Noble called upon Whitney to save; then  
Kew had to handle a shot from Hadley. Al-  
though Hongkong might have felt well satisfied  
with a lead of 3 goals, Noble was not contented  
until he had notched a fourth, which he was  
enabled to do after Looker and Lowe had  
smartly manipulated the ball and given him a  
pass.

The Hongkong men from start to finish played  
very well, and although they scored 4 goals,  
others might have been added but for the  
weakness in front of the uprisings. The front  
rank is in better form than we have ever seen it,  
Danby playing a great game, and if the same  
players can only be kept together, and as well  
supported by the back division as they were on  
Saturday, the Club's supporters should have  
the satisfaction of seeing Hongkong men in the  
final, notwithstanding the evident lean-  
ing of Kowloon's supporters, that that  
club will be the favoured runner up.

One reason why the Fusiliers were unable to do  
better was, that the Hongkong players were  
too fast; they, however, played a hard and  
plucky game throughout and although beaten  
were not disgraced.

A Company of the Royal Welsh Fusiliers  
played H.M.S. *Victorious* Association team on  
the Happy Valley on Saturday, and the soldiers  
were beaten. It was and is still thought that  
the *Victorious* team would make itself felt in the  
Shield competition; but unless the members  
play much better than they did against the  
Soldiers on Saturday, they will stand a poor  
chance. Three goals to one is a very good  
victory. Hunt scored one, Beavars another, and  
Denny the third. The goal by the sailors was  
giving during a scramble around the uprisings.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

The following is the sixty-seventh report of  
the Court of Directors to the ordinary half-  
yearly general meeting of shareholders held at  
the City Hall, Hongkong on Saturday,  
18th February, 1899, at noon:—

Gentlemen—The Directors have now to sub-  
mit to you a General Statement of the Bank,  
and Balance Sheet for the half-year ending 31st  
December, 1898. The net profits for that  
period, including \$376,916.76, balance brought  
forward from last account, after paying all  
charges, deducting interest paid and due, and  
making provision for bad and doubtful accounts,  
amount to \$4,392,186.56. The Directors recom-  
mend the transfer of \$1,000,000 from the Profit  
and Loss Account to credit of Reserve Fund,  
which Fund will then stand at \$10,000,000.

They also recommend writing off Bank Pre-  
mises Account the sum of \$500,000. After  
making these transfers and deducting Re-  
muneration to Directors there remains for  
appropriation \$2,877,186.56, out of which the  
Directors recommend the payment of a Divi-  
dend of One Pound and Ten Shillings Sterling  
per Share, which at 4/6 will absorb \$533,333.33,  
and a Bonus of One Pound Sterling per Share  
which at 4/6 will absorb \$555,555.55. The  
difference in Exchange between 4/6 the rate at  
which the Dividend and Bonus are declared,  
and 1/1½, the rate of the day, amounts to  
\$1,133,664.32. The Balance \$834,636.46 to be  
carried to New Profit and Loss Account.

DIRECTORS.

Mr. R. M. Gray has been elected Chairman  
for the year 1899 and Mr. N. A. Siebs Deputy  
Chairman. Mr. R. L. Richardson having  
resigned his seat on leaving the Colony, Mr.  
R. H. Hill has been invited to fill the vacancy.  
The appointment of Mr. Richardson as a  
Member of the Board of Directors at this  
Meeting, Messrs. C. Baumann, A. J. Raymond,  
and David Gubbay retire in rotation and being  
eligible for re-election offer themselves ac-  
cordingly.

AUDITORS.

The accounts have been audited by Mr. F.  
Henderson and Mr. C. S. Sharp, who offer  
themselves for re-election.

J. J. BELL-IRVING,  
Chairman.  
Hongkong, 31st January, 1899.

## SUPPOSED ATTEMPTED SUICIDE.

A painful sensation was caused in Shanghai  
on the evening of the 31st ult. by the report  
that Mr. E. W. Cye had attempted to commit  
suicide by taking a large dose of morphia.

It appears that the unfortunate gentleman com-  
mitted the act whilst at the Masonic Club late  
in the afternoon. As soon as his state was dis-  
covered Doctors Reid and Sloan were called  
and at a late hour he was still lying at the Club  
under their care in a critical condition. Dr.  
Reid attended the unfortunate gentleman  
throughout the whole of the night and by great  
exertion was enabled to restore him to con-  
sciousness. When the mail left he was reported  
to be out of



because it is pretty serious. Was there any other subject?—What subject? Will you kindly suggest it?

I suggest the subject of conversation was the giving to you of a share in the exchange import business of Dodwell, Carill & Co.—I do not think so, because, as well as I can remember, we had had some business before with them. If I am not mistaken we had some share in their business. I could not tell you what share.

Are you prepared to swear that you had any share in the import business of Dodwell, Carill & Co.—I am not prepared to swear but if you like I will look at the books. I think we had business connections with the firm before 1898. Then you cannot swear that you had any share in the import business of Dodwell, Carill & Co.—I cannot swear.

That being so I suggest that at the interview the first subject of discussion was your receiving a share in financing the import business of Dodwell, Carill & Co.—I could not remember. I think we did some business with them in 1898, but I could not give exact date. As well as I can remember we had exchange transactions with them, which is part of the financing of their import business. It is not speculation. Did you know when Mr. Burgoyne came to you on the 26th of March that he was in charge of the import business of the firm?—Yes. I did not think he was the manager of the firm because I knew he was not.

As such manager of the import business he would be the person who would be in communication with the banks to settle exchange?—Yes, though I do not know who settled exchange for the firm.

Now I suggest that on the 26th of March Mr. Burgoyne came to see you with regard to giving you this import business. Will you swear that it is not so?—I could not swear, as I told you before.

Will you swear that arrangements were not made at that time by which the firm of Dodwell, Carill & Co. were to have facilities up to £40,000?—It could not have been at that time, because the question of £40,000 was much later. Do you mean a separate credit of £40,000?

No, I am speaking of a general discussion of facilities being given up to £40,000, or up to any sum. It may be in general terms that was the question.

I suggest that after this discussion was concluded and arrangements had been made between you and Mr. Burgoyne for these facilities, he mentioned to you the subject of an advance on skins?—I could not remember. It may have been before, or it may have been after?—Yes.

You said the advance he asked for was Tls. 20,000; are you sure it was not Tls. 30,000?—No, it could not have been, because the estimate of the merchandise was Tls. 25,000.

Supposing it was a sum of Tls. 30,000, of which part was required immediately and the remainder against other security, there would be reason for Tls. 30,000?—It is quite possible.

Are you prepared to say that Tls. 30,000 was not the sum actually mentioned, of which Tls. 20,000 was required at once and Tls. 10,000 later?—That I do not remember.

Witness, in reply to further questions, said that Mr. Burgoyne stated the goods were in Messrs. Dodwell, Carill & Co.'s godown, but he might not have said so. Canton Road. He said the skins were his and that they were worth about Tls. 25,000. He said he had bought skins against which he would like to have that advance. That was the first occasion upon which witness had dealings with Mr. Burgoyne personally. Witness continued—Mr. Burgoyne took a note with him some of the bank's forms and the document on which instructions as to enquiries to be made about the existence of these goods in the godown until the end of the year. After Mr. Burgoyne sent in the documents duly signed they came to me. We generally see that all these documents are sent in when we make advances against goods. This money must have been credited to Mr. Burgoyne on the day of the receipt of the documents. Sometimes, on the promise of a constituent to send in the documents, he is allowed to draw, but then it is a personal credit on his verbal promise. If the amount were entered in the bank's books as credited on the 26th of March it would be correct. The past book (produced) is a correct copy of the Bank's books. The entry in it crediting the amount of Tls. 20,000 was put down as on the 26th of March.

Mr. McNeill said he was anxious to have it established that the 26th of March was a Saturday.

The Crown Advocate asked that the jury might look at the entry in the pass-book.

Witness—I could not tell you when Mr. Burgoyne first drew against this amount. According to the pass book it was the 28th.

Mr. McNeill at that point handed the witness a calendar to show that the 26th of March was a Saturday.

Witness said that being so—the documents might have been sent in during the afternoon. He did not have any doubts, between the crediting of the amount and the drawing of the first cheque, about the goods being in the godown.

The first time he made enquiries was quite recently, when there were rumours about. Going through the cheques drawn by Mr. Burgoyne, witness read the amounts which were nearly all in favour of Chinese. They came to Tls. 19,914 in all. On the 26th of March, when the account was opened, there was neither debit nor credit balance, and it was against that amount of Tls. 20,000 that the cheques were drawn. No documents in connection with this transaction were registered.

Mr. McNeill—Supposing the goods named in the receipt had been in the place represented, No. 4, Canton Road, and had been deliverable to your order, could you have considered your security valid?

Witness—I considered from this document that I had the goods in my possession. It did not occur to me in face of that document to question their existence.

Re-examined by the Crown Advocate—If any suggestions were made that you made this advance in consideration of some of Dodwell, Carill & Co.'s business being given to your bank would that be correct or incorrect?

Witness—There was such a suggestion ever discussed?—It may be that Mr. Burgoyne mentioned that he would put some business or part of Dodwell, Carill's business through the bank, but that had nothing to do with this business, which I considered quite safe and separate by itself. The witness, continuing, said that interest would be allowed from the date the amount was credited to the account. As a rule exchange transactions in Shanghai were done through brokers acting for many firms, and a person settling exchange for a merchant did not give details to how it would be employed, but the bank could not tell whether it would be used in speculation or buying.

Nah Siah-chong, godown keeper to Dodwell, Carill & Co., whose evidence was interpreted, said he had been in the firm's employ for six years and knew the accused. Witness had charge of the godown No. 4, Canton Road, which in the middle of March last contained 1,774 pieces of skins. They were also there at the end of the month. The godown also contained a lot of skin samples. Mr. Burgoyne

was going to buy the skins, but as he had not paid the money they were not his. They belonged to a Chinese named Sing Yuen-chang. On the 13th of June the goods were exported by the English mail. On the 21st of June Mr. Meuser paid witness for them, and he (witness) sent it to a Chinese bank for Sing Yuen-chang. Between March and June these were the only skins in the godown.

Cross-examined—He could not say, without reference to his books, whether there were 1,774 pieces of "Tungchow crosses" also in the godown on the date in question. Witness—acted as a go-between for Mr. Burgoyne and the Chinese skin dealers, and he (witness) got one per cent on all goods exported. Four years ago the business amounted to 100,000 pieces, but lately it had been slack. Witness used to introduce the Chinese skin brokers to Mr. Burgoyne in his office. The name of the Chinese merchant would be given to Mr. Burgoyne, so that Mr. Burgoyne would know with whom he was doing business. After that the goods would be sent into the godown but not before they were paid for. The Chinese did not pay any storage on the skins, and witness knew that Mr. Burgoyne had an insurance policy on the skins, but he could not say for how much. If the Chinese had come to the godown and wanted the skins given up, he would have had to ask Mr. Burgoyne before complying.

Mr. Otto Meuser, of the firm of Dodwell, Carill & Co., sworn, deposed—I know godown No. 4, Canton Road, in which principally skins are stored. March last there were skins there, bought by Burgoyne for himself. I should say there were over 2,000 skins there at the time in question. There were also skins there paid for by the firm. There were 1,774 pieces paid for by the firm, and about 2,000 not paid for. The former would be correctly described as lamb-skin clothing. The balance was paid for in June by the firm's money. Besides the figures I have given there would be a good many more belonging to natives in treaty for the firm. Sometimes a native wanting to sell his skins sends in either samples or the whole lot, and they stay there until we buy it or tell him to take it away. Even then sometimes it remains.

Cross-examined—The firm pays the rent of the godown but Mr. Burgoyne had been in the habit, with the firm's permission, of using the godown for his own private business. He paid the firm a part of the expenses. The 1,774 pieces ultimately went forward on Mr. Burgoyne's account.

Mr. McNeill—So that on the 26th of March the godown actually contained 1,774 pieces which ultimately went forward on his account, and pieces bought but not paid by him?

Witness—Yes.

Re-examined—Mr. Burgoyne does not now owe the firm for any skins in the godown in March.

At this stage the Court adjourned to two o'clock.

Upon resuming, Nah Siah-chong was re-called for further cross examination. In reply to Mr. McNeill he said that on the 26th of March there were 1,774 and 1,575 pieces, and 375 pieces of long skins in the godown.

Re-examined, the witness said that two Chinese owned the 1,575 pieces on joint account. They came into the godown on the 10th of March and were paid for by witness with money advanced by the compradore. When the goods were exported he was repaid by the firm on the 21st of June. Mr. Meuser gave him a cheque on the Hongkong and Shanghai Bank. The 1,774 pieces were also owned on Chinese joint account, and came into the godown on the 19th of February. They were paid for on the 18th of March by Mr. Meuser, by a cheque on the Chartered Bank. The 375 long pieces belonged to the Chinese joint account. They came in on the 21st of March and were paid for by witness with money advanced by the compradore.

Mr. Michael Spelman, controller of the loan department in the Russo-Chinese Bank, said that the accused had a loan of Tls. 20,000 in March last. Looking through them he said that with the exception of one for Tls. 50 in favour of Mr. Ballard, none of the cheques drawn against this loan by Mr. Burgoyne, were in favour of the Chinese who were said by the last witness to have been the owners of the skins in the godown. The endorsement on the godown order to deliver the goods therein named to "L. R. Burkhardt, Esq." was put on in the bank. At the end of the month witness knew that prior to 1898 the bank did not exchange business with the firm of Dodwell, Carill & Co. One transaction was on the 3rd September, 1897, when they bought T.T. sterling.

Mr. McNeill—Is that what you call an import exchange transaction?

Witness—Well, it is the principal thing in import business.

Mr. L. R. Burkhardt, public silk inspector and inspector for the Russo-Chinese Bank, said the endorsement on the godown document (produced) was put on by witness on the 6th of 7th of January. About a week or ten days later witness went to the accused with the object of finding out if he (the accused) had any goods.

What did you find out?—Nothing. He told me there were no goods. They were not there. The Crown Advocate, either by calling Mr. Burrows, or otherwise desired to prove certain statements in the depositions.

Mr. McNeill did not object.

The Crown Advocate read from the depositions that the accused, charged with obtaining Tls. 20,000 by false pretences, said, "I admit the charge brought against me," and signed the same.

This closed the case for the prosecution.

The Crown Advocate then proceeded to address the Court. He contended the evidence showed that on the 26th of March there were not in the godown goods belonging to the accused and corresponding to the details given in the delivery order to the bank. It was necessary, on behalf of the prosecution, to draw attention to the evidence given by Mr. Meuser lest the jury be misled. He said, properly enough, that Burgoyne had bought the goods before the 26th of March, but what he (Mr. Meuser) meant by buying where he was giving evidence against a man he had known for many years, and what the jury's business meant by buying were different things. What he meant was that at that date Mr. Burgoyne had become possessed of 1,774 pieces of skins. The evidence was that eventually the skins were paid for by Dodwell, Carill & Co. No evidence had been given that Mr. Burgoyne had paid for them on his personal account. At the best at the time there was some cargo which Mr. Burgoyne hoped to pay for. He therefore deceived Mr. Werth when he represented on the 26th of March that he was the owner. As regards money if a man obtained it from some one and paid it to others, making the bank his agent in the meantime, he had received that money just as much as if he had put it in his pocket. It was almost unnecessary to refer to the plea of the defence that Burgoyne got the money as consideration for the business of Dodwell, Carill & Co. being put in the bank's hands. As Mr. Werth had explained, and as was well known, exchange was settled by the brokers, not for one firm but many, and it was not to be expected that the Russo-Chinese Bank would enter into a contract to advance the money against non-existing goods in the hope that they would be able to shroff from the brokers sufficient to cover in exchange transactions. Considering all the evidence he was afraid the jury had only

one thing to do, and that was to find the prisoner guilty.

No evidence being called for the defence, Mr. McNeill said he had something to say before the Court which might relieve the jury from the necessity of returning a verdict.

The point he wished to submit to the jury was that, even if the evidence for the Crown proved that the defence given by the witnesses for the Crown were correct and regarded in its most favourable light for the prosecution, it was only evidence of obtaining credit, which was not an offence within the meaning of the Larceny Act.

His Lordship suggested that it might be more convenient to take the verdict of the jury and then, if necessary, raise the legal point.

Mr. McNeill said his other point was that the document given to the bank, if anything, was a bill of sale which was void by non-registration and therefore not a valuable security.

The Crown Advocate, in reply to his Lordship, was agreeable to the verdict being first taken, the point of law being reserved.

Mr. McNeill going on to sum up the case for the defence said he thought the jury would realise the feelings with which he came into Court to defend a man like the accused—a man of some mark in the community who had hitherto borne a blameless reputation—upon charges which, if brought home to him, would involve his complete social ruin. But after following the evidence and listening to the Crown Advocate he felt that a load had been entirely lifted from his shoulders, and that he could address the jury with confidence as to what their verdict would be. It was proper, before examining the case presented, that he should deal with the evidence produced by the Crown Advocate when he read the statement made by the accused according to Russell on Crime "a confession is obviously no conclusive evidence against the person, and when it involves matter of law as well as matter of fact it is to be received with more than usual caution."

A charge of obtaining money by false pretences involved matters of fact and matters of law. He was prepared to admit that the money was obtained by Mr. Burgoyne and if necessary for the purpose of the case, he was prepared to admit that the Tls. 20,000 had not been repaid. There was an indebtedness. But that was not the question. The charge was obtaining money by false pretences, and if the jury were familiar with the law on the subject they would know that it had been the subject of more decisions than any other branch of the criminal law. The question of false pretences taxed the ability of the most able lawyers to this day. That being so, in regard to that so-called confession, he asked the jury to put it aside and wait till the conclusion of his Lordship as to how much attention they were to pay to that, considering also the feelings of a person to whom he owed money, and who was charged with obtaining it by false pretences. Going on to examine the evidence, the learned Counsel said he could not help commenting upon the fact that when Mr. Werth was pressed to give an answer which might have been favourable to the accused, he could not remember, or followed it up with the remark that he could not recollect, but he did not think it could be the case. The evidence of Mr. Meuser was very important and conclusive. It showed that on the 26th of March there were 1,774 pieces of skins in the godown which had been paid for by the firm of Dodwell, Carill & Co. on account of Mr. Burgoyne, and that there were also, as near as he could recollect, 2,000 pieces which had been purchased by Mr. Burgoyne but had not been paid for. So that the godown order was amply covered, and the goods in the godown were not removed until June. There was, therefore, ample time for the bank to ascertain whether the goods were there. From the evidence before him, Mr. Werth, the loan was granted before the document was seen, so that it could not have been a pretence in the obtaining of the money. He suggested that Mr. Werth, being anxious to consolidate the bank's position with the firm, granted the loan without consideration of the security. After that things went badly with Mr. Burgoyne, and the Russo-Chinese Bank did not take it quite so well as Mr. Werth hoped. How easy it was, where things went wrong, when perhaps superior or a co-manager blamed you for the action you had taken in making the advance, to say: "I was misled by this man, he was a skinner now. There were probably no skins before, but he was selling him into Court." That was how an apparent simple matter of an advance of money against a lot of skins, which had not been paid, had ended in that charge. In conclusion, the learned Counsel asked the jury to return a verdict in favour of the accused.

His Lordship, in summing-up, said the motive which Mr. McNeill had suggested might have been correct, but when the jury were considering that, and what Mr. McNeill suggested took place, they might fairly take into consideration what the accused said at the preliminary examination. If this had been the case, the loan to Mr. Burgoyne in order that Dodwell, Carill & Co.'s business should be brought to the bank, might not have been a pretence; "this was really given to me in order that I should bring the business of Dodwell, Carill & Co. to the bank." As had been said, evidence of obtaining money by false pretences had many legal ins and outs and it might well be that when all the facts of the case were laid by Mr. Burgoyne before his legal advisers, they told him, or they had tried to convince the Court, that he never was guilty of the offence here, there was nothing in it which indicated that he was failing in memory, or failing in memory for the purpose of bringing out certain things against the accused. The questions for the jury were briefly these:—(1) Did the accused represent that he had 1,650 skins in the godown of Dodwell, Carill & Co. (2) Was this false? (3) Did this representation induce the bank to make the loan? (4) Did he, by the representation that he made, intend to defraud the bank? With regard to the second count on the indictment, he (the learned judge) was inclined to think the Crown had not made out its case, because there was no positive evidence that the documents were given to the Bank on Saturday, and that being so, they could not have led to the loan being placed to the credit of Mr. Burgoyne. It remained therefore to be determined whether, at that first interview, Mr. Burgoyne represented to Mr. Werth that he had a certain number of skins in the godown. It would be for the jury to say, as business men, whether those skins were there under such circumstances as to be absolutely certain that the deposit of Mr. Burgoyne. After again reading the questions which the jury to specifically answer, and referring to the plea of the defence, his Lordship concluded by saying—I dare say you have had, what we all must have had, the most painful day's work which has been imposed upon us. Quite apart from whether the defendant is guilty, the mere fact of bringing him here is terribly painful to us to remember. But, however painful the duty may be we must do it. If you think that the Crown has made out its case, you must say so, and when you have, if you have the misfortune to say so, it is my duty to act, but in the meantime remember this, that upon your verdict, if you believe these charges to be true, upon your verdict greatly depends the honesty

and good reputation of Shanghai. This is a commercial community. Its whole honour and prosperity lie in the hearts, in the actions, of its merchants, and it is for you to see that if there is anything done wrong, that that wrong shall be punished. Gentlemen of the jury, however painful it may be, if you think the prisoner has done what he is charged with doing, you must say so, and with these words I dismiss you to consider your verdict.

The jury retired, and were absent about fifty minutes. Upon returning The Foreman (Mr. Wood) read the following as replies to the Judge's questions:—

"Did the accused represent that he had 1,650 skins in Dodwell, Carill & Co.'s godown?"—Yes.

"Was this false?"—Yes.

"Did it induce the bank to make the loan?"—Yes.

"Did he intend to defraud?"—Yes.

His Lordship asked whether the jury returned a verdict of "Guilty" or "Not Guilty."

After consulting with his colleagues, The Foreman said their verdict was "Guilty." Mr. McNeill suggested that the jury should be asked to give a verdict on each count of the indictment.

The jury consulted for a few moments and then retired from Court. Returning in about five minutes.

The Foreman said the verdict was "Guilty" on each count.

His Lordship postponed sentence, pending the argument of the legal points raised by the counsel for the defence, which he fixed for Saturday next. He added that bail would be accepted for the accused in the sum of Tls. 20,000—four sureties of Tls. 5,000 each.

The Court then rose.—N. C. D. News.

## NANKING LIKELY TO BECOME AN OPEN PORT.

We learn from a most trustworthy source, says the *Shanghai Mercury*, that Nanking will be almost immediately declared an open port.

Under the French Treaty of 1858 Nanking is an open port already and is supposed to enjoy the same privileges as Canton, Shanghai, Ningpo, and Foochow. With regard to Nanking, the French agents in China shall not deliver passports to their nationals for the city until the rebels have been expelled by the Imperial troops. However, Nanking is not yet an open port, although specified as such above, but its formal opening can doubtless be claimed at pleasure by the French Government. The city is mentioned as a Port in the Revised Yangtze Regulations which are to come into effect on the 1st April next, so probably it is to become *de facto* an open port at that date.

## NOT AND A CALENDAR.

FEBRUARY.  
Meteorological means based on ten years' observations to 1897.

Barometer ..... 30.11  
Thermometer ..... 57.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

TO-DAY.  
On date at a.m. On date at p.m.  
Barometer ..... 30.38 30.25  
Thermometer ..... 57 57  
Humidity ..... 46 45  
Rainfall ..... — —

TO-DAY.  
Monday, 6th February, 1899.  
Chinese—26th of 12th moon of 25th year of Kwang-sih.  
Sun—Rises ..... 7hr. 25min.  
Sets ..... 5hr. 35min.  
High water—Morning ..... 4hr. 25min.  
Afternoon ..... 4hr. 25min.  
Low water—Morning ..... 4hr. 25min.  
and 4hr. 25min.

ANNIVERSARIES.  
168—Death of Charles II.  
1792—Battle of Seringapatam.  
1838—Sir Henry Irving born.  
1840—The Spanish Envoy Halcón arrived at Macao to demand satisfaction from the Chinese for the burning of the Spanish ship *Bisaina*.  
1896—Residents appointed to the Federated Malay States.  
1897—Persons on relief in India numbered 2,467,000.

TO-MORROW.  
Tuesday, 7th February, 1899.  
Chinese—27th of 12th moon of 25th year of Kwang-sih.  
Sun—Rises ..... 6hr. 25min.  
Sets ..... 5hr. 35min.  
High water—Morning ..... 4hr. 25min.  
Afternoon ..... 4hr. 25min.  
Low water—Morning ..... 4hr. 25min.  
and 4hr. 25min.

ANNIVERSARIES.  
1812—Charles Dickens born.  
1843—The *Calcutta*, the first Hongkong built vessel launched.  
1856—Annexation of Oude.  
1868—The *Therese* taken by coolies 62 days after her departure, the officers and crew killed.  
1878—Pius IX. died.  
1894—The s.s. *Asaph* sunk by the s.s. *Hangchow* off Breaker Point; all hands lost.  
1897—Disturbances in Crete became serious.  
1898—Great fire at Manila, estimated loss \$2,000,000.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
German (*Sachsen*) 8th inst.  
Indian (*Koh-i-nur*) 11th inst.  
American (*Doric*) 13th inst.  
Canadian (*Empress of Japan*) 21st inst.  
American (*Nippon Maru*) 22nd inst.  
American (*City of Rio de Janeiro*) 2nd prox.

WE are informed by the Agents of the Austrian Lloyd's S. N. Co. steamer *Gilda*, left Moji for this port yesterday, the 5th inst.

THE East Asiatic Co.'s steamer *Malaya*, left Singapore for this port yesterday, the 5th inst.

THE California & Oriental S. S. Co.'s steamer *Belgian King*, left San Diego for Hongkong via Yokohama, Kobe and Shanghai, on Thursday, the 2nd inst.

THE Nippon Yusen Kaisha's steamer *Fulani Maru* (Europe Line) left Singapore for this port yesterday, the 5th inst.

THE Agents (Messrs. D. Sassoon Sons & Co.) inform us that the Company's steamer *Koh-i-nur* from Calcutta, left Singapore for this port yesterday morning, the 5th inst.

THE P. M. S. S. Co.'s steamer *Atlee*, with mails, etc., which left hence Dec. 28th for San Francisco, via Moji, Kobe, Yokohama and Honolulu, arrived at her destination on the 3rd inst.

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 2nd inst.

THE O. & O. S. S. Co.'s steamer *Doric*, with mails, etc., from San Francisco to the 17th ulto, via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, tomorrow morning, the 7th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
H.I.G.M.S. *Kaiser* ..... at Kowloon Dock.  
H.I.G.M.S. *K. Athol* ..... " "  
*Athenian* ..... " "  
*Isle de Chio* ..... " "  
*Isle de Luzon* ..... " "  
*Monmouthshire* ..... " "  
*Beedle* ..... " "  
*St. Enoch* ..... " "  
*Columbia* ..... " "  
*Hud* ..... " "  
H.I.G.M.S. *P.W. Helm* ..... " "  
*D. Juan d'Austria* ..... " "  
*Daphne* ..... " "  
*Loyal* ..... " "  
*Chim* ..... " "  
*Chittagong* ..... " "  
*Lyceum* ..... " "  
Aberdeen

SWATOW.  
Arrivals from Agents.  
Feb. 2 *Thales* ..... J. M. & Co.  
2 *Fungshun* ..... Amoy & Shai, C.M.S.N. Co.  
2 *Chowshan* ..... Hongkong B. & S.  
2 *Chow Tai* ..... Hongkong B. & S.  
2 *Maclean* ..... Hongkong B. & S.  
2 *Formosa* ..... Hongkong J. M. & Co.  
2 *Hainan* ..... Hongkong J. M. & Co.  
2 *Haitong* ..... Amoy J. M. & Co.  
2 *Wooning* ..... Shanghai B. & S.  
2 *Wongkoi* ..... Hongkong B. & S.  
Departures for Agents.  
Feb. 2 *Thales* ..... Hongkong J. M. & Co.  
2 *Maclean* ..... Hongkong B. & S.  
2 *Chowshan* ..... Amoy B. & S.  
2 *Formosa* ..... Amoy J. M. & Co.  
2 *Hainan* ..... Hongkong J. M. & Co.  
2 *Haitong* ..... Shanghai B. & S.  
2 *Chow Tai* ..... Hongkong B. & S.  
2 *Fungshun* ..... Shai, C.M.S.N. Co.  
IN-PORT—*Haitong, Wooning, Wongkoi*.

## Shipping STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR AMOY AND TAMSUI.  
THE Company's Steamship  
HAILONG.  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 7th inst., at Daylight.  
For Freight or Passage, apply to DOUGLAS LARSEN & Co., General Managers.  
Hongkong, 6th February, 1899. [177a]

"BEN" LINE OF STEAMERS.  
FOR NAGASAKI, KOBE & YOKOHAMA.  
THE Steamship  
"BENHOHR."  
Captain Wallace, will be despatched as above TO-MORROW, the 7th inst., at Noon.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 6th February, 1899. [173a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"GUTHRIE."  
Captain McArthur, will be despatched as above TO-MORROW, the 7th inst., at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 1st February, 1899. [152a]

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERABAYA.  
THE Company's Steamship  
"ONSANG."  
Captain Young, will be despatched as above on WEDNESDAY, the 8th inst., at 4 P.M.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 4th February, 1899. [175a]

NORDDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)  
THE Company's Steamship  
"HOHENZOLLERN."  
Captain E. Woltersdorff, will leave for the above Ports on or about THURSDAY, the 9th inst.  
For further Particulars, apply to MELCHERS & Co., Agents.  
Hongkong, 3rd February, 1899. [154a]

NORDDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO SHANGHAI.  
THE Company's Steamship  
"SACHSEN."  
Captain H. Shipner, due here with the outward German Mail about the 8th inst. will leave for the above Places about 24 hours after arrival.  
For further Particulars, apply to MELCHERS & Co., Agents.  
Hongkong, 3rd February, 1899. [154a]

FOR NEW YORK (DIRECT).  
THE Steamship  
"KENMORE."  
Captain Ellis, will be despatched for the above Port on or about the end of February.  
For Freight, apply to CARLOWITZ & Co., Agents.  
Hongkong, 12th January, 1899. [100]

## Auctions.

PUBLIC AUCTION.  
THE Undersigned has received instructions from Mr. ARTHUR ANDERSON to Sell by PUBLIC AUCTION, at his SALES ROOMS, Zealand Street, No. 2, ON WEDNESDAY, the 8th February, 1899, Commencing at 2.30 P.M. A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE. Removed from the Peak for Convenience. Comprising:—

SOPHAS and COUCHES, EASY CHAIRS, VIENNA CHAIRS, RATTAN FURNITURE, OVERMANTLES, SIDETABLES, WASHING DESKS, TOILET TABLES, BERSTANDS, large and small TEAKWOOD WARDROBES, BOOKCASES, SIDEBOARDS, WHATNOTS, COOKING RANGES, CUTLERY, CURTAINS, GLASSWARE, PICTURES, BATHTUBS, and BATHROOM REQUISITES, &c., &c., &c.

Also 1 COTTAGE PIANO



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU..... R. J. C. Todd	NAGASAKI, MOJI, KOBE and YOKOHAMA	FRIDAY, 10th February, at 4 P.M.
MIKE MARU..... S. Kawamura	KOBE and YOKOHAMA	THURSDAY, 16th February, at 4 P.M.
TOSA MARU..... P. Goring	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 16th February, at 4 P.M.
SAGAMI MARU..... J. Nagao	SHANGHAI, CHEMULPO and NAGASAKI	FRIDAY, 17th February, at 4 P.M.
KAGOSHIMA MARU..... R. Nunome	SINGAPORE, COLOMBO and BOMBAY	TUESDAY, 21st February, at Noon.
KASUGA MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th February, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 4th February, 1899.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY  
OF NEW YORK.

## THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of  
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,  
Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

## Scott's Emulsion

Is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases; and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIEN-TSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines  
Onoda Cement Works  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Cleaning and Wgk. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kaneaguchi Cotton Spinning Mill, Japan.  
The Mitsui Cotton Spinning Mill, Limited.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Clock Factory.

Hongkong, 11th December, 1898.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey; and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street. [3]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 8th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

## THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 8th February, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff-rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 3rd February, 1899. [130]

## EYE-SIGHT.

MR. N. LAZARUS, Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & Co's PHARMACY (Opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 p.m.

A great proportion of catarrhs, and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes, the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth, to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

MR. LAZARUS supplies the SPECTACLES only AFTER testing the sight.

ADVICE FREE.

Hongkong, 9th March, 1899. [11]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,502 J. Panten... Feb. 14.  
Tacoma... 2,553 J. A. Dixon... Feb. 25.  
Glenogle... 3,750 J. McGilivray... Mar. 21.  
Olympia... 2,837 J. Truebridge... April 1.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874 W. A. Evans... Feb. 18.  
Lennox... 3,677 Williamon... Mar. 11.  
Columbia... 2,976 N. Moncur... April 5.  
Monmouthshire... 2,874 W. A. Evans... May 6.

\* Calling at HONOLULU and Not calling at SHANGHAI.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £40.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. \* Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 2nd February, 1899. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"BALLAARAT" Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 4th February, 1899. [5]

FOR SAN FRANCISCO, THE 100 AT British Bark

"QUEEN MARGARET" Fryer, Master, shortly expected here, will load for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 23rd January, 1899. [133]

## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)



## HAMBURG-AMERICA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"SARNIA"..... Ehlers	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 15th February. Freight and Passage.
SILESIA..... Behrens	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 10th March. Freight and Passage.
SUEVIA..... Foerck	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 20th March. Freight.
WITTENBERG..... Madsen	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 31st March. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents. [981]

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

China (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

## THE U. S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th January, 1899. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire... Feb. 25.  
Belgian King... Mar. 25.  
Carlisle City... April 25.

THE Steamship

"CARMARTHENSIRE" will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on or about the 25th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th January, 1899. [130]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th Feb., at Noon.

Capricorn (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd February, 1899. [2]

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen... Wednesday 1st March.  
Dayrath... Wednesday 29th March.  
Prins Heinrich... Wednesday 26th April.  
Preussen... Wednesday 24th May.